for will mean a parallel road within a very short distance. The Chief Engineer considers that there is no justification for any expenditure on such a road.

The Chief Engineer's opinion is that the extension of the Matayan todu is not necessary as the expenditure to be incurred on it will be out of all proportion to the benefit that will be derived. In regard to the extension of the Alleppey-Shertallai canal up to Kalavur, the locality is being improved by a network of roads and the Chief Engineer considers that in these circumstances the extension of the canal is unnecessary. I have already replied to the member who last spoke as to the opening of the Alleppey-Changanachery canal. The Chief Engineer has not investigated the matter of re-opening the Kuravan todu. He will look into it.

In regard to water-supply in Alleppey, the Chief Engineer has sent to Government two alternative schemes. According to both the schemes, water will have to be taken from the eastern side of the back-water. The Alleppey Municipal President has suggested an alternative scheme. His scheme also is forwarded to the Chief Engineer. All the schemes are under consideration and a decision will be arrived at soon.

Regarding manure depots the policy of the Agricultural Department has been not to sell manure direct but to have agencies and pay them commissions. So if private people apply to Government for the opening of depots in these places, their applications will receive the sympathetic consideration of Government.

It is only a few months since the Kalavur dispensary was opened. Of course, it is in a building owned by the people. The question of expanding it will have to wait. It is not a matter which Dr. Raman Tampi considers as very urgent, because in these days of motor traffic the big hospital close by is easily accessible.

89. Needs of the eastern pakuthies of the Changanachery taluk.

MR. ANTONY VARGHESE (*Member, Changanachery taluk, Group I*) spoke on the following needs of the Changanachery taluk :—

The English Middle School at Kanjirapally should be raised to the High School grade. There were no fewer than six Middle Schools within seven or eight miles of Kanjirapally ; but there was no High School anywhere in the area, in fact not one between Kottayam and the eastern frontier. The need for a High School at Kanjirapally was brought to the notice of Government at the last session of the Assembly, when Government stated in reply that they would consider the question if the local people would provide a building for the school. But most of the inhabitants were poor people, who could not afford to incur the cost of a big building. Government should therefore reconsider their order. It was understood that the present Middle School building was to be shortly re-built. If along with that some more money was spent the building could be made spacious enough for a High School.

The Kanjirapally-Erumeli road should be metalled and a bridge should be built where the road crossed the Manimala river.

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The Kanjirapally-Kunnumbhagom road should be made fit for cart traffic and a bridge should be built at the place where the road crossed the Moolaiplakal canal.

A dispensary should be established at Manimala. The nearest dispensaries to Manimala were situated at Kanjirapally 12 miles away and at Changanachery 20 miles away. By far the vast majority of the people of Manimala were poor people, who could not afford to secure medical aid from such distant places. A dispensary was therefore absolutely necessary at the place.

Arrangements should be made for the sinking of a sufficient number of wells or tanks in the Ponkunnam market. This was a very flourishing market where merchandise was carried on on a very large scale.

The approaches to the Ponkunnam market along the K. K. road should be metalled and widened, so as to relieve the congestion of traffic near the market.

The road which the ryots had opened from Ponkunnam to Chirakadavu should be taken by Government for departmental maintenance and the remaining works in connection with the road should be completed.

A bridge should be built on the Kadamanpuzha canal where it was crossed by the Thampalakad-Kanjirapally road. The road from Kuratti to the Kanjirapally Kunnumbhagom road should be taken up for departmental maintenance.

PRESIDENT: Mr. Varghese, the policy of Government is not to increase the number of departmental schools. However, in view of the backwardness of the locality the Government will be prepared to consider the question of the school if somebody comes forward to open a school.

The question of opening a dispensary at Manimala is engaging the attention of Government and a number of petitions have also been received on the subject.

As regards the metalling of the Erumeli road and the provision of a bridge where the road crosses the Manimala river, the Chief Engineer considers the work very necessary and states that estimates will be prepared and sent up soon.

As regards the metalling of the Kanjirapalli-Kunnumbhagam road and provision of a bridge where the road crosses the Mulaiplakal stream, the Chief Engineer does not consider it necessary to metal the entire length of the road. Only those portions which get slushy during the monsoon will need metalling. He is now having estimates prepared for these improvements and for the bridge that you mentioned.

As for the sinking of wells in the Ponkunnam market, the Chief Engineer has already received a petition on the matter and he is considering it.

As for the taking over by the Sirkar of the ryots' road from Ponkunnam to Chirakadavu and the provision of a bridge on the road, the road is not completed and as soon as it is completed the question of

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taking it over by Government will be considered. I have to repeat the same answer to the taking over by the Sirkar of the road from Kuratti on the Kanjirapalli-Peruthod road to the Kanjirapalli-Kunnumbhagom road.

As regards the construction of a bridge where the Kanjirapalli-Thampalakad road crosses the Kadamanpuzha canal, an estimate is under preparation by the Chief Engineer.

90. Needs of Changanachery with special reference to Kuttanad.

MR. KURUVILA CHANDA PILLAI (*Member, Changanachery taluk, Group II*) said that in recognition of the needs of Kuttanad in the matter of means of communication, Government had decided upon the opening of a canal between Changanachery and Alleppey. But the estimate prepared for the purpose contemplated opening of a rather narrow canal only 40 feet wide. Such a canal was sure no to meet the requirements of the people. It was absolutely necessary that the canal should be at least 80 feet wide, in which case alone it would be fit for the passage of motor boats, steam boats etc. Another advantage would also follow as the direct result of increasing the width of the proposed canal. Simultaneously with the opening of the canal, a road could be formed along its bank from Changanachery to Alleppey. The need for a road connecting Alleppey with any of the flourishing trading centres in the inland was acknowledged on all hands. Nothing could be more proper than that this connection should be established between Alleppey and Changanachery and that the route of the road connecting the two places should lie through the heart of Kuttanad.

The Department of Agriculture should be directed to devote greter attention to the welfare of agriculture in Kuttanad. The chief crop cultivated in Kuttanad was of course paddy. The cultivation of paddy suffered as much from want of good ploughing as from the inroads of brine and the attack of pests like [illegible] and [illegible]. Next to paddy came cocoanut which also suffered from the attack of pests. The Department of Agriculture had not yet found out any means of meeting these troubles. The officers of the department should be instructed to spend at least three months, Vrischigam, Dhanu and Makaram in Kuttanad and to study the question.

Agricultural boards should be established in Kuttanad with a view to ensuring co-operation among the cultivators of Kuttanad and seeing that crops were raised in due time.

The present system of issuing agricultural loans should be revised. Efficient arrangements should be made for ensuring that the loans issued for particular purposes were not utilised for any other purpose. The allotment for loans every year should be enhanced. The State-aided Bank should be made responsible for issuing agricultural loans, or, in the alternative, the money issued to the bank should be recalled and distri-

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